

Como Regional Park Transportation Implementation Plan (TIP)

Transportation Commission Meeting August 9, 2011





Purpose of the Plan

- Create a vision
- Identify priorities, costs and timing
- Guide future improvements
- Engage public in planning process



Planning Process

Stakeholder Involvement

Project Advisory Committee
Neighborhoods
Park Users

Data Collection/ Inventory Issues Identification Development of Transportation Strategies

Evaluate Concepts/ Develop Priorities Recommended Transportation Plan

Parking/Traffic
Infrastructure

Park Planning/Landscape Architecture

Technical Disciplines



Summary of Issues

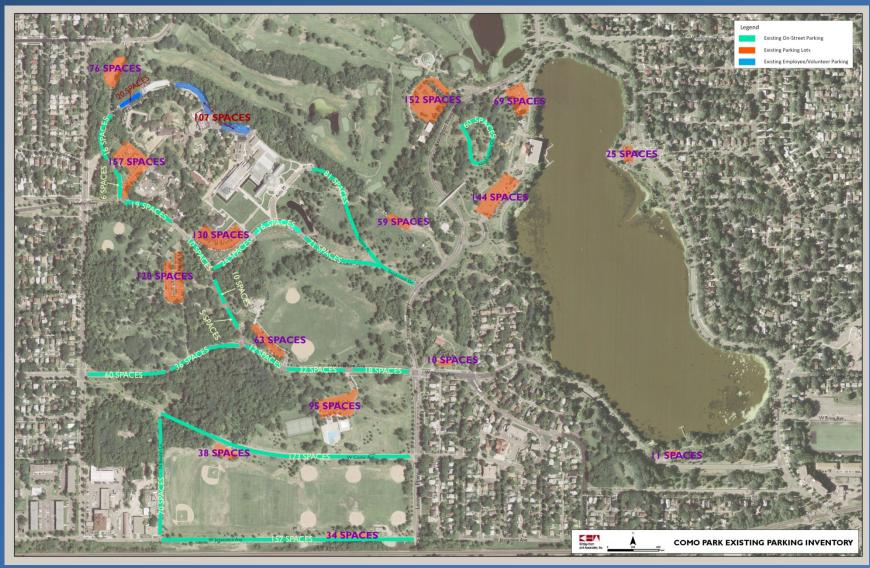
- Not enough close parking
- Shuttle system is underutilized
- Concerns about losing green space
- Traffic congestion
- Pedestrian safety
- Limited support of other modes (bike, transit, etc.)



Parking Capacity

- 2,188 total spaces
- 547 spaces within 5-min walk of Zoo/Conservatory/Como Town - multiple competing uses
- 450 spaces in Como Shuttle lot at State Fair
- 100-400 spaces being used in neighborhood west of Hamline

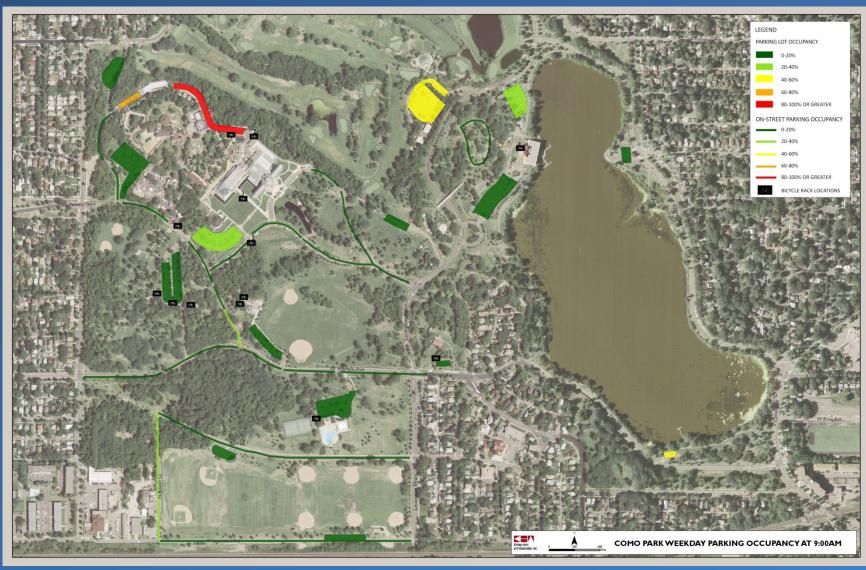




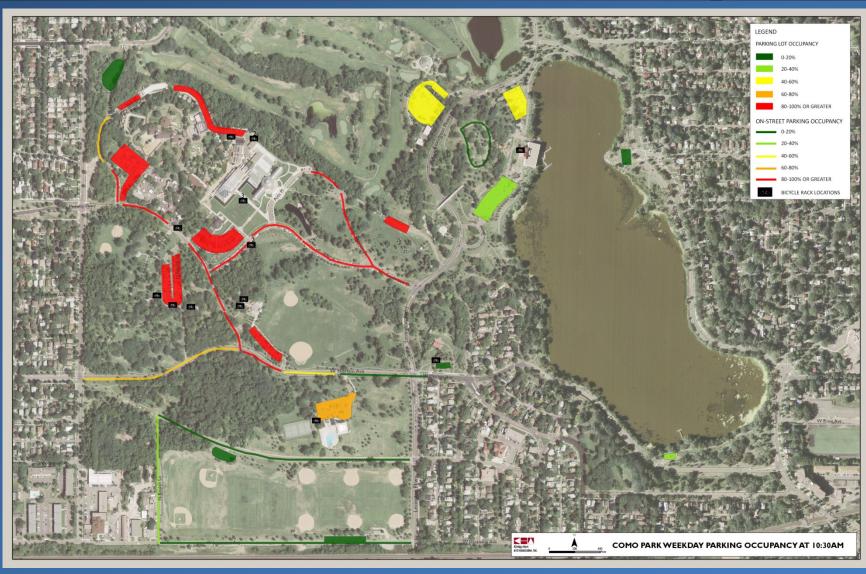


Parking Use -Weekday (Average Summer Season)

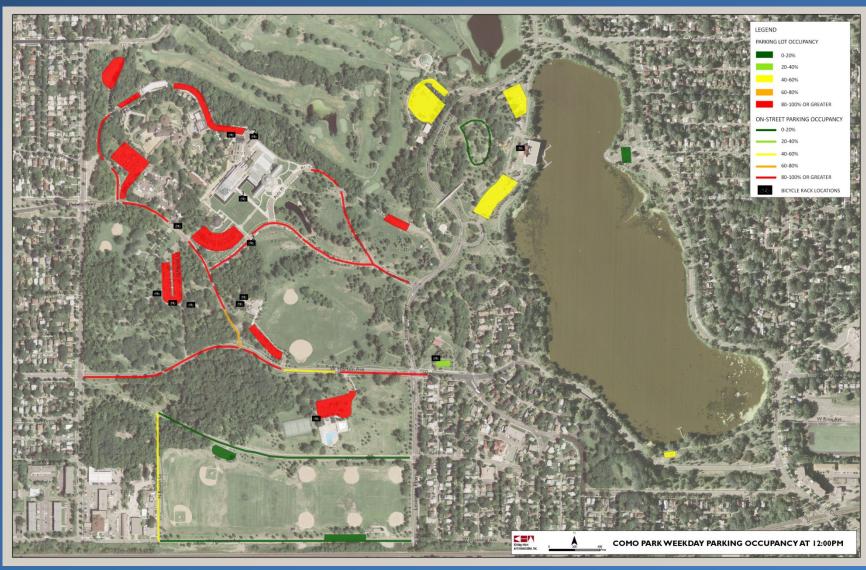




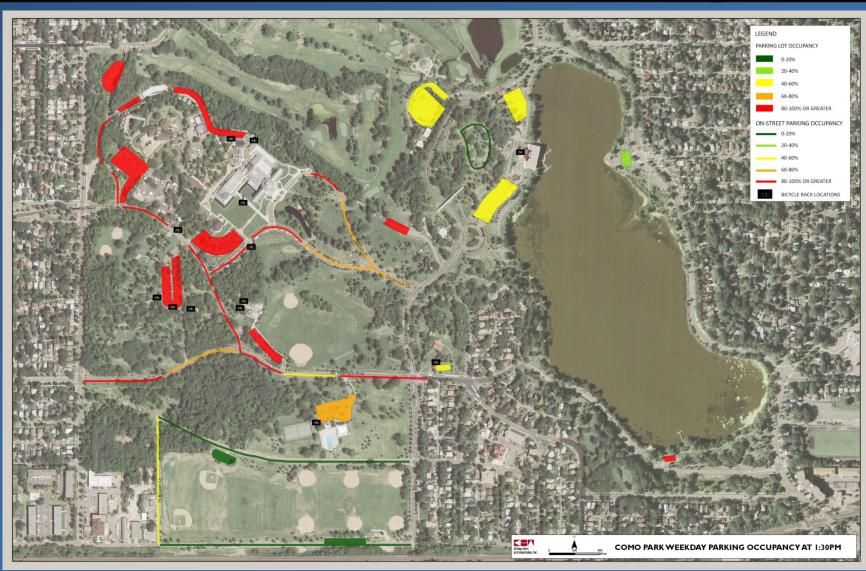




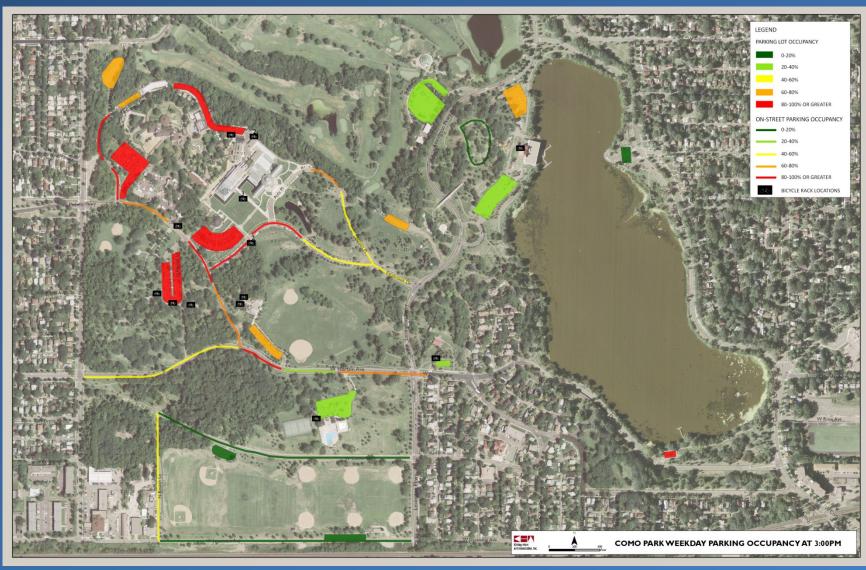




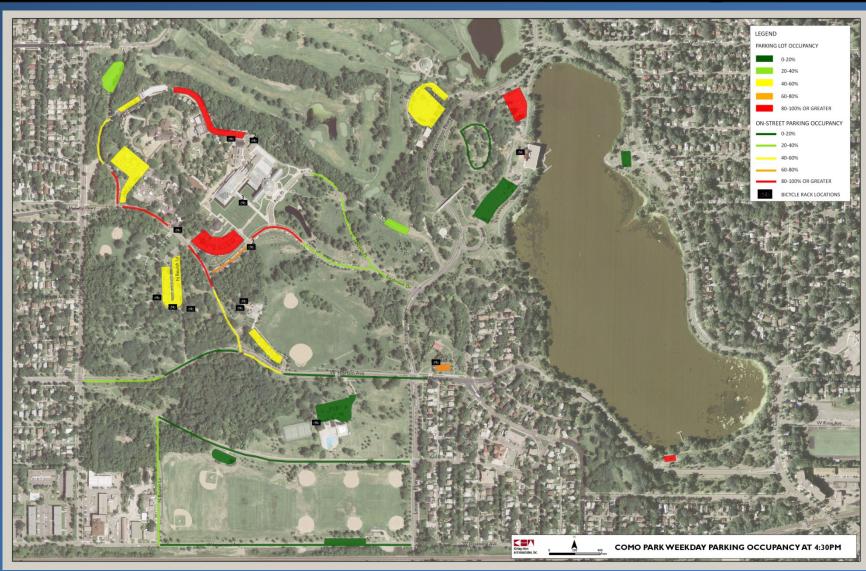




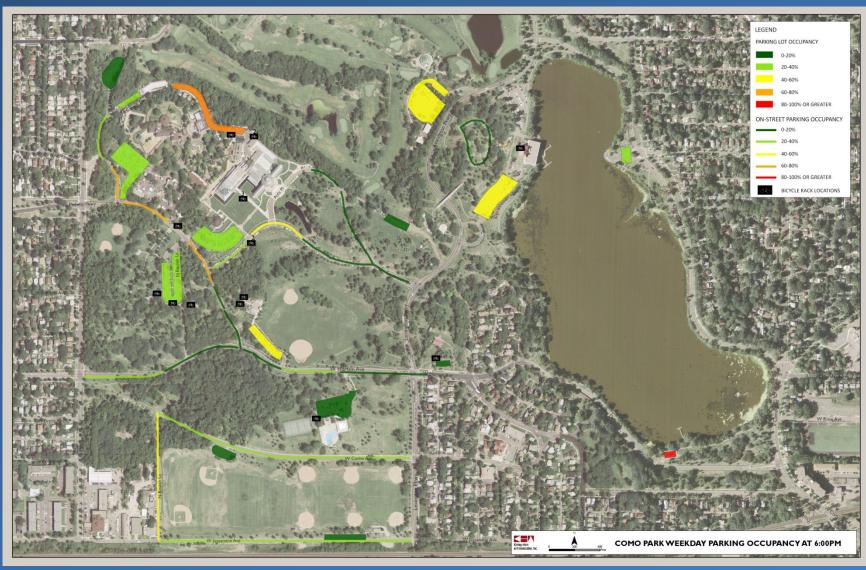




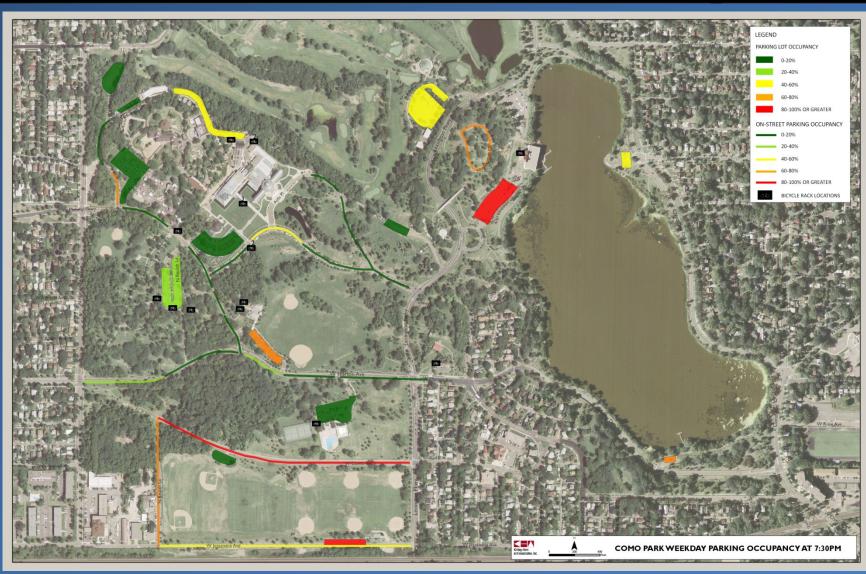








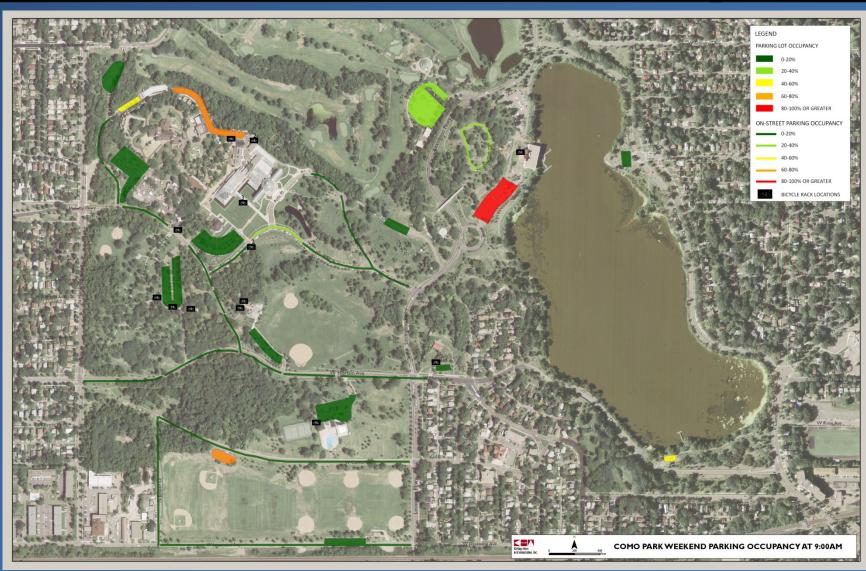




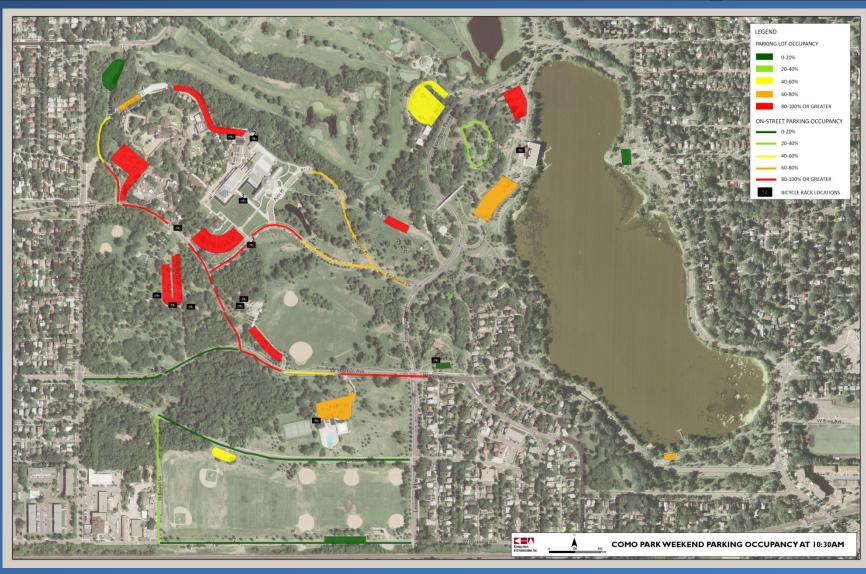


Parking Use - Weekend (Average Summer Peak)

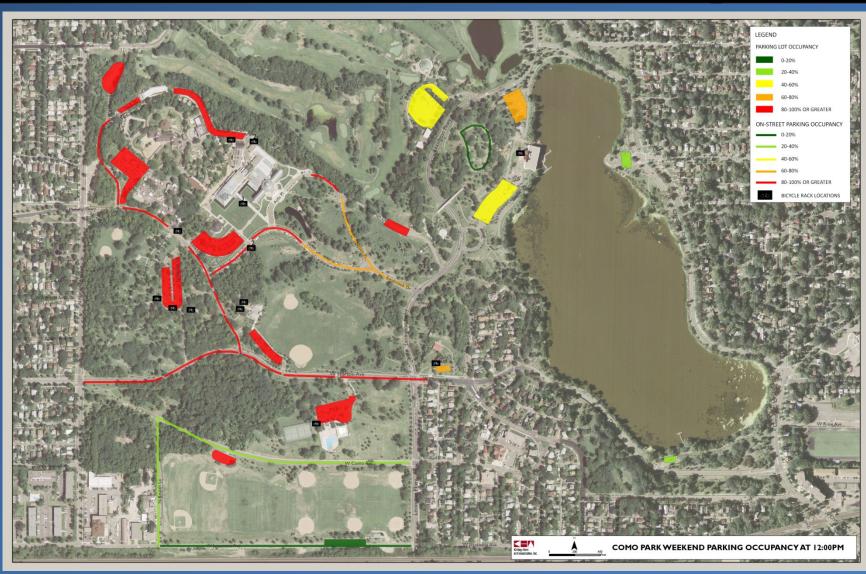




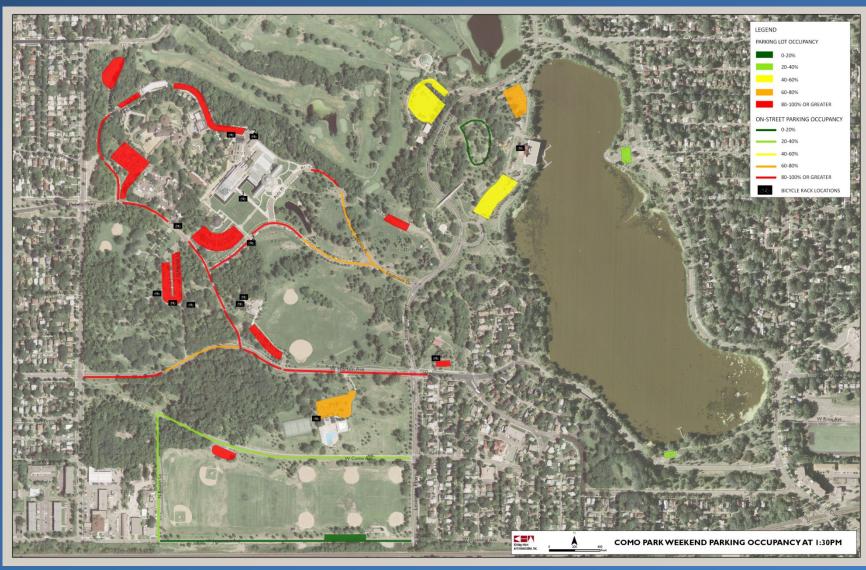




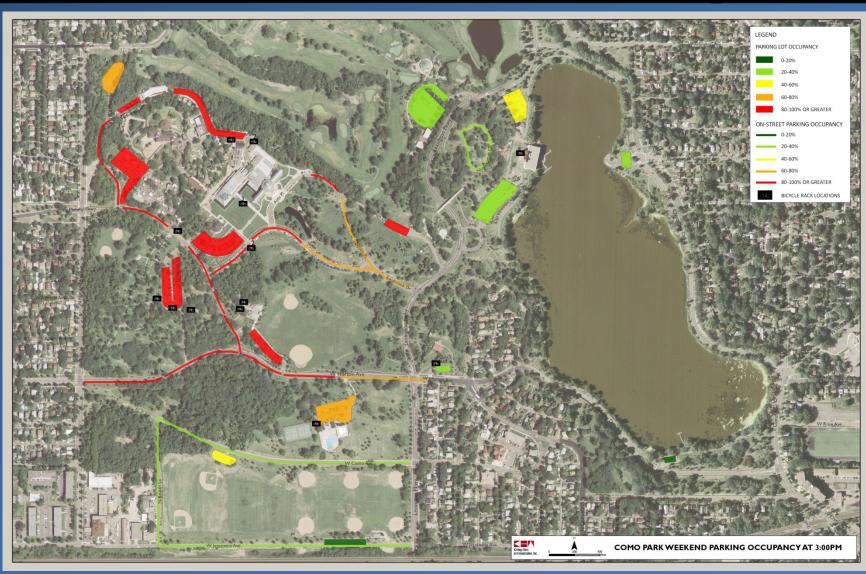




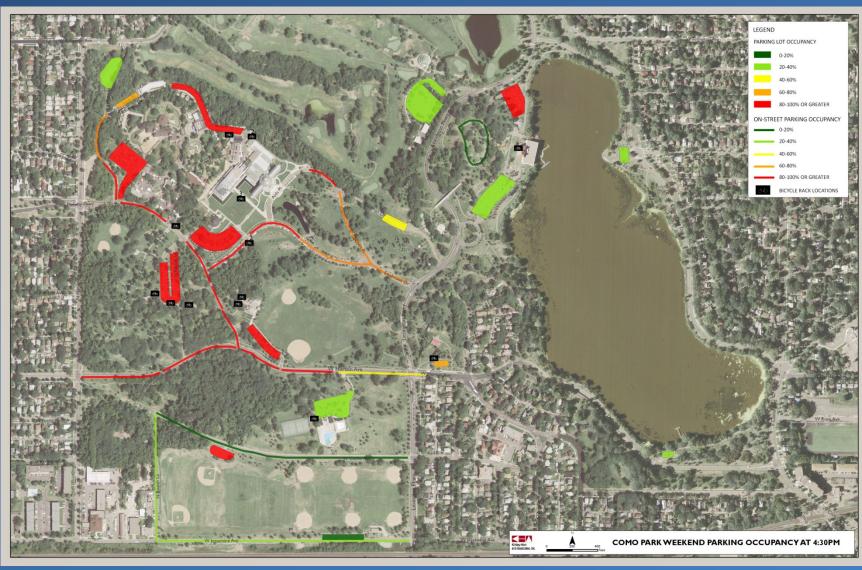




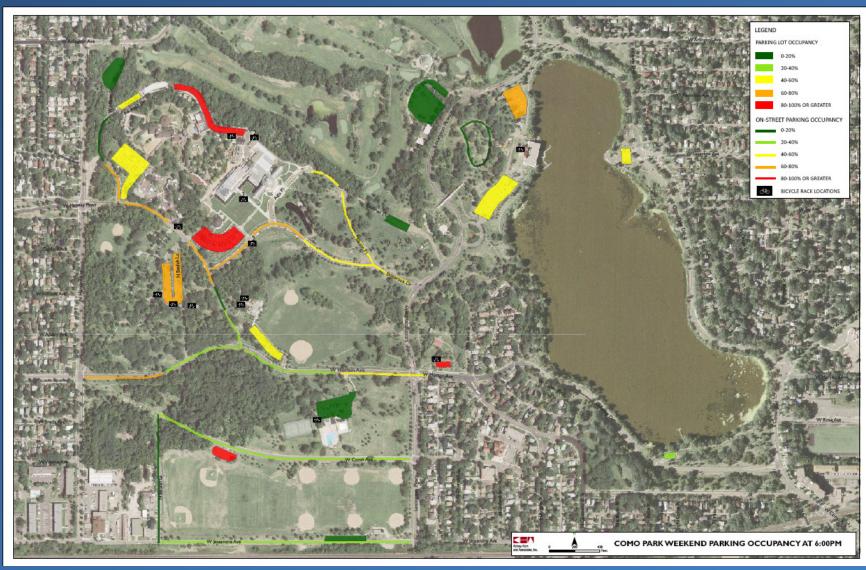




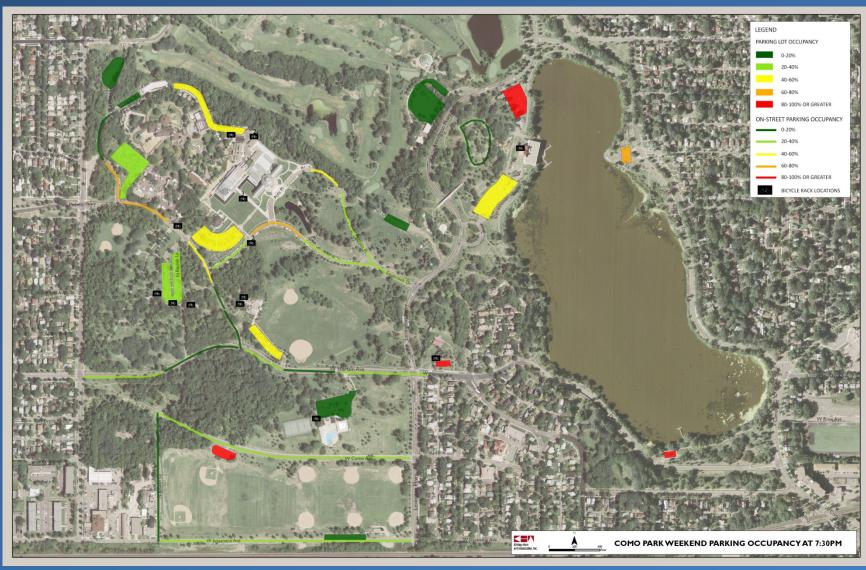














Summary of Parking Use

- Parking within 5-minute walk of Zoo/Conservatory is generally full from 10 am to 4 pm
- Maximum number of parked vehicles counted was 1,502 at 1:30 pm on Saturday
 - 70% utilization
- Average turnover rate 3.5 vehicles/space/day



Summary of Recommendations

- Roadway
- Parking
- Transit/Shuttle
- Bike/Pedestrian
- Signing/Wayfinding

Como Regional Park Transportation Implementation Plan



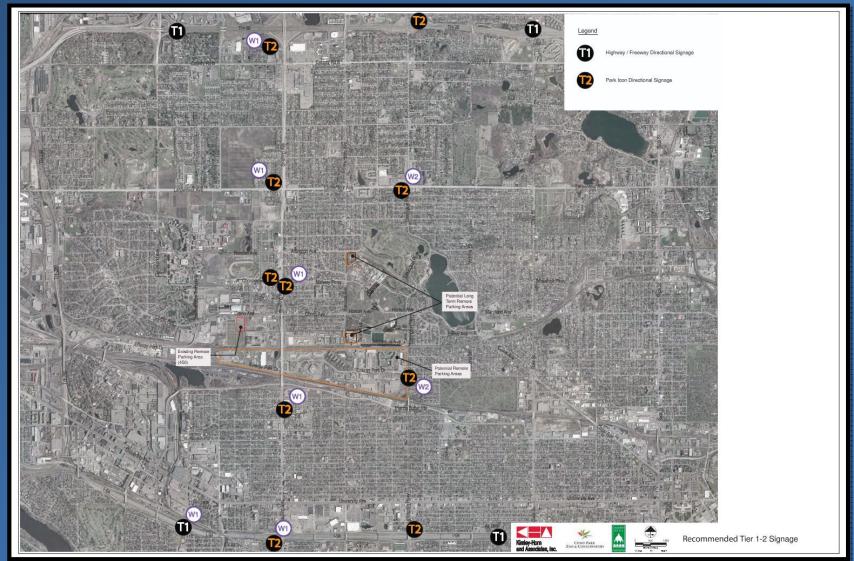




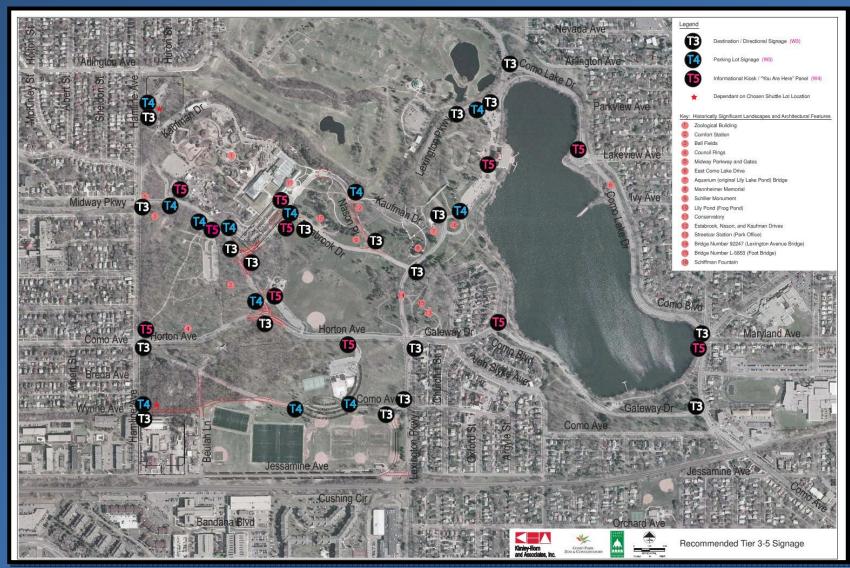
Recommendation #	Description	Estimated Cost	8*	Issues/Opportunities	
		Term Improvements (0-2 Years)			
Pg	Agreement for shuttle lot in 2011-2012			Agreement for off-site shuttle lot will be needed until permanent on- or off-sit	
	- Land Control of the		\$250,000	location is established.	
P3	Lot Full signs Shuttle/circulator stop at Como Town	-	\$5,000		
81	Bike sharing hub		\$50,000		
B2	Bike parking - standard and with trailers		\$10,000		
R7	Rename Horton Ave and Como Ave between Lexington Pkwy and Han	nline Ave		Requires coordination and approval by City of St Paul.	
W3 W4	Parking lot naming/signing and destination wayfinding signs information kosks		\$40,000	Signs on city streets require City of St Paul approvel.	
Ti	Transit shelters at bus stops in the park			Requires approval by Metro Transit	
P7	Initiate negotiations with BNSF for right-of-way along Jessamine				
Net parking change = 0 :	paces. Shuttle usage goal = 8% Walk/Bike/Transit mode share goal = 10	P% Total Cor	st \$410,000		
	Other	Short-Term Recommendations			
	s on Como website (walk, blke, transit)				
	tie Information through group perint process				
uttle lot location(s) on websi					
	Mid-To	erm Improvements (2-10 Years)			
P2	Paid parking		850,000	Should be implemented comprehensively, at the same time.	
P10 S3	Permit parking Shuttle/orgulator stop at Pool		\$15,000	Shared Metro Transit/Comp Shuttle stop	
B6	Connection from Pool to Horton Ave trail		\$100,000	shared Metro TransitiComb Shuttle Stop	
PS	Agreement for shuttle lof in 2013/2020	Dependent on property ewo		Either a long term agreement for an off-site location or construction of an on-	
P1	Shuttle lot within the park			location is needed (not both). Shuttle lot in park has potential green space in Central Services impacts. Further study needed to select site.	
S2	Shuttle/circulator stop at Lakeside Payllion	V / 1	\$5,000	Demand for stop should be evaluated. Travel time and traffic levels on Lexing concerns.	
			93,000		
P4 R2	Underground ramp at Visitor Center Shuttle/visitor loading area at Visitor Center		\$20,000,000		
RG	Roundabout at Horion Ave/Midway Pkwy		8400,000		
R5	Turnaround and driveway dissure at Group Pionic Pavillon		\$800,000	Should be completed as one project. Green space impacts. Resident concern roundabout operations/safety.	
P6	Additional parking spaces at Group Picnic Pavillon		6000,000		
85 R1	Pedestrian crossing at Horton Ave/Midway Pkwy roundabout Bus loading turnaround at Conservatory		- 1000 Sec. Visc.	Net increase in green space. Will result in removal of existing on-street space	
P5	Bus staging/permit parking on Nason PI			Nason, should not be completed until those spaces are replaced elsewhere.	
RB	Como Ave/Wynne Ave realignment, Pool to Beulah		\$300,000		
87	Connection from McMurray to Horton Ave trail	1	\$200,000		
83 W1	Bike/pedestrian path on Hamfine Ave Freeway guide signs at Snelling Ave for EB traffic			Green space impacts. Requires Mn/DOT approval. Dependent on permanent location of shuttle lot.	
W2	Guide signs on Lexington Playy and Snelling Ave		\$100,000 Requires Oty of St Paul and Mn/DOT approval.		
B4	Pedestrian crossing improvements - Lexington Plwy		\$250,000	Further study needed.	
R8	Lexington Pkwy/Horton Ave Intersection			Further study needed.	
Net parking change = +820	spaces. Shuttle usage goal = 10%. Walk/Blke/Transit mode share goal =	14% Total Cos	t \$25,625,000		
	Oti	her Mid-Term Improvements			
lises for medians and landso	ping to direct pedestnans and discourage mid-block crossings	Dependent on size and number	v of locations		
	Long-Te	rm Improvements (10-20 Years)*			
R4	Roundabout at Midway Pixwy/Estabrook Dr		\$400,000		
R10	Jessamine Ave realignment and two-way traffic		\$1,500,000	Should be completed as one project. Resident concerns. Parking south of	
P7	Angled parking on Jessamine Ave			Jessamine requires railroad ROW. Parking north of Jessamine could be con-	
R9	Como Ave/Wynne Ave realignment, Beulah to Hamiline		\$600,000		
R3	Midway Plwy/Hamline Ave Intersection			Further study needed. Requires property owner willingness to negotiate. Not necessary if shuttle lot	
P8	Off-site shuttle perking lot	Dependent on property owne		constructed within park.	
88	Trail connection on Roselawn Ave, Lexington to Hamiline	3	\$300,000	AX 00 A C 0 C 0 C 0 C 0 C 0 C 0 C 0 C 0 C	
B9 B10	Trail connection on Lexington Pkwy, Larpenteur to Nebraska Trail connection on Lexington Pkwy, Jessamine to Minnehaha		\$300,000 \$500,000		
Wa	Destination signing to Como Park on Regional Bicycle Network		\$50,000		
ing change = +100 spaces.	Shuttle usage goal = 12%. Walk/Blke/Transit mode share goal = 18%.	Total Co	st \$4,150,000		
	Oth	er Long-Term Improvements			
		Dependent on treatment, size,	and number	21	
mes for underused parking k	isto be removed or rebuilt as pervious surface or reinforced turf	of locations			

Estimated costs include construction and angineering/solnioistration costs. Does not include any potential right-of-way costs.











Wayfinding



"Finding your way has never been more important. Getting places on time, with minimum stress, is more valuable than ever. Easy accessibility to services whether on foot, by public transportation or by automobile is not just a matter of courtesy or common sense, It is an economic necessity."

Wayne Hunt, Designing and Planning Environmental Graphics



What is Wayfinding?



Indicated and logical guidance to destinations for visitors and the general community.



or simply, finding one's way to destinations and landmarks.



Wayfinding systems can include:



 Architectural and landscape elements (landmarks)







Maps and websites (printed and electronic media)







 People as guides (taxi & bus drivers, residents, information booth attendants)







 Signs and information components (street signs, parking lot signs, trail signs, kiosks)





















→ СОМО РООЬ

→ McMURRAY FIELDS

→ SHUTTLE LOT

TIER 3 SIGNAGE



PARKING LOT SIGNAGE



What is the process in developing a wayfinding plan?



1. Identify needs/current deficiencies. Develop timeline.

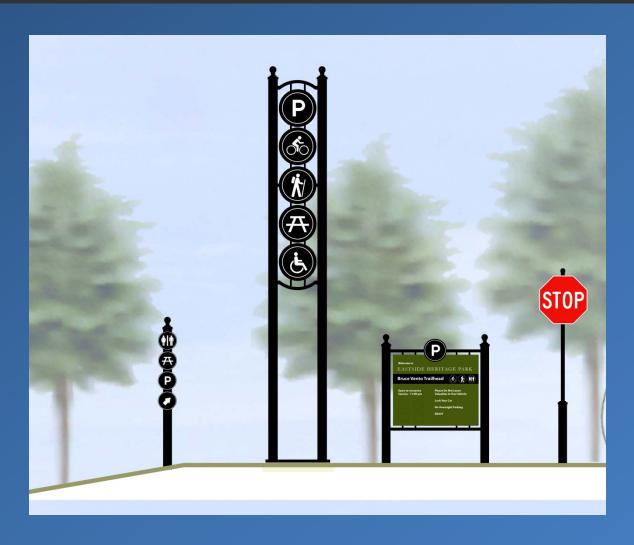


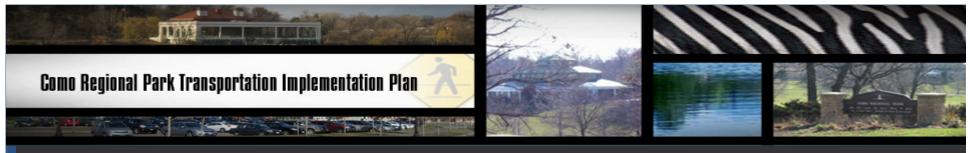
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- 5. Develop a budget . Prioritize phasing. Get it built!



Next Steps:



1. Find a project



1. Find a project.

2. Find a partner to help you through the design process and one who can help you get the project built.



COMMENTS ON THE PROCESS:

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Thank You